

**2003**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Special Locality Report**  
**115**  
City of Harrisonburg

Prepared By  
**Virginia Department of Transportation**  
**Mobility Management Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Mobility Management Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	



















### Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Mobility Management Division  
2003  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Harrisonburg

Route		Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
							2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																	
11	Main St	0.91	13000	F	From:	SCL Harrisonburg					F	0.092	F	0.549	15000	F	2003
					To:	96%	0%	1%	1%	1%							
11	Main St	1.77	20000	F	From:	I-81					F	0.087	F	0.510	21000	F	2003
					To:	96%	1%	1%	1%	2%							
11	S Main St	0.87	17000	F	From:	Pleasant Hill Rd					C	0.087	F	0.527	19000	F	2003
					To:	96%	1%	1%	1%	2%							
11	S Main St	0.65	23000	F	From:	Port Republic Rd					F	0.084	F	0.524	25000	F	2003
					To:	96%	1%	1%	1%	2%							
11	Main St NB	0.47	7000	F	From:	S Liberty St					F	0.089	F		7600	F	2003
					To:	96%	1%	1%	1%	2%							
		Combined Traffic:	11000	F		96%	1%	1%	1%	1%	0%	F	NA		13000	F	
11	Main St NB	0.02	7000	N	From:	US 33					N	0.089	N		7600	N	2003
					To:	96%	1%	1%	1%	2%							
		Combined Traffic:	11000	N		96%	1%	1%	1%	1%	0%	N	NA		13000	N	
11	Main St NB	0.03	7000	N	From:	US 33					N	0.089	N		7600	N	2003
					To:	96%	1%	1%	1%	2%							
		Combined Traffic:	9700	N		96%	1%	1%	1%	1%	0%	N	NA		11000	N	
11	Main St NB	0.34	7000	N	From:	US 33 Par					N	0.089	N		7600	N	2003
					To:	96%	1%	1%	1%	2%							
		Combined Traffic:	NA									NA		NA			
11	N Main St	0.68	6800	F	From:	Kratzer Ave					C	0.089	F	0.63	7400	F	2003
					To:	96%	0%	1%	0%	2%							
11	N Main St	0.44	6700	F	From:	Charles St					F	0.091	F	0.591	7300	F	2003
					To:	96%	0%	1%	0%	2%							
						NCL Harrisonburg											
11	Liberty St	0.70	4500	F	From:	S Main St					C	0.085	F		4900	F	2003
					To:	96%	1%	1%	1%	1%							
		Combined Traffic:	11000	F		96%	1%	1%	1%	1%	0%	F	NA		13000	F	
11	Noll Dr	0.14	2800	F	From:	Rock St					F	0.078	F		3000	F	2003
					To:	96%	1%	1%	1%	1%							
		Combined Traffic:	9700	N		96%	1%	1%	1%	1%	0%	N	NA		11000	N	
						Kratzer Ave											
33	W Market Street	1.11	10000	F	From:	WCL Harrisonburg					F	0.086	F	0.585	11000	F	2003
					To:	95%	1%	1%	1%	2%							
33	W Market Street	0.61	11000	F	From:	Waterman Dr					C	0.099	F	0.609	12000	F	2003
					To:	95%	1%	1%	1%	2%							
33	W Market Street	0.16	4400	F	From:	SR 42 S High St					F	0.087	F	0.632	4800	F	2003
					To:	95%	1%	1%	1%	2%							
						Bus US 33 Par											
33	11 Main St NB	0.02	7000	N	From:	US 11					N	0.089	N		7600	N	2003
					To:	96%	1%	1%	1%	2%							
		Combined Traffic:	11000	N		96%	1%	1%	1%	1%	0%	N	NA		13000	N	
33	E Market Street	0.11	6900	F	From:	US 11 Main St					F	0.084	F	0.542	7500	F	2003
					To:	97%	0%	1%	0%	2%							
33	E Market Street	0.87	12000	F	From:	Mason St					F	0.086	F	0.572	13000	F	2003
					To:	97%	0%	1%	0%	2%							
33	E Market Street	0.61	23000	F	From:	Vine St					C	0.09	F	0.594	25000	F	2003
					To:	97%	0%	1%	0%	2%							
33	E Market Street	0.59	25000	F	From:	I-81					F	0.083	F	0.521	28000	F	2003
					To:	95%	0%	1%	1%	3%							
33	E Market Street	1.07	16000	F	From:	University Blvd					C	0.084	F	0.577	18000	F	2003
					To:	96%	0%	1%	1%	1%							
						ECL Harrisonburg											

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Route		Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
							2Axle	3+Axle	1Trail	2Trail								
City of Harrisonburg																		
	Main St NB	0.03	7000	N	96%	1%	1%	1%	2%	0%	N	0.089	N		7600	N	2003	
			Combined Traffic:	9700	N	96%	1%	1%	1%	1%	0%	N	NA		11000	N		
			To: US 33															
	S High Street	0.13	16000	F	96%	0%	1%	1%	1%	0%	F	0.089	F	0.536	17000	F	2003	
			To: Erickson Ave															
				S High Street	1.27	19000	F	97%	0%	1%	1%	1%	0%	C	0.089	F	0.507	21000
To: Sunrise Ave																		
	S High Street	0.40				20000	F	96%	0%	1%	1%	1%	0%	F	0.083	F	0.529	21000
			To: Grace Ave															
				S High Street	0.55	19000	F	96%	0%	1%	1%	1%	0%	F	0.082	F	0.502	21000
To: Market St																		
	N High Street	0.27				18000	F	96%	0%	1%	1%	1%	0%	F	0.082	F	0.504	20000
			To: Gay St															
				Virginia Ave	0.44	10000	F	96%	0%	1%	1%	1%	0%	F	0.083	F	0.555	11000
To: 5th St																		
	Virginia Ave	0.60				9800	F	96%	0%	1%	1%	1%	0%	C	0.089	F	0.586	11000
			To: Mt Clinton Pike															
				Virginia Ave	0.83	12000	F	96%	0%	1%	1%	1%	0%	F	0.088	F	0.58	13000
To: NCL Harrisonburg																		
		0.50				22000	F	71%	1%	2%	1%	24%	2%	F	0.072	F		22000
			Combined Traffic:	45000	F	73%	1%	2%	1%	23%	2%	F	NA		45000	F		
			To: US 11															
		2.83	24000	A	71%	1%	2%	1%	24%	2%	C	0.107	A		24000	A	2003	
			Combined Traffic:	48000	F	73%	1%	2%	1%	23%	2%	C	0.1	A	0.563	47000	F	
			To: 82- 659 Port Republic Road															
		1.51	24000	F	71%	1%	2%	1%	24%	2%	F	0.086	F		24000	F	2003	
			Combined Traffic:	47000	F	73%	1%	2%	1%	23%	2%	F	NA		47000	F		
			To: US 33															
		1.60	21000	F	71%	1%	2%	1%	24%	2%	F	0.087	F		21000	F	2003	
			Combined Traffic:	45000	F	73%	1%	2%	1%	23%	2%	F	NA		45000	F		
			To: NCL Harrisonburg															
		1.01	23000	F	74%	1%	1%	1%	21%	2%	F	0.07	F		23000	F	2003	
			Combined Traffic:	45000	F	73%	1%	2%	1%	23%	2%	F	NA		45000	F		
			To: US 11															
		2.63	24000	F	74%	1%	1%	1%	21%	2%	C	0.102	B		23000	F	2003	
			Combined Traffic:	48000	F	73%	1%	2%	1%	23%	2%	C	NA		47000	F		
			To: Port Republic Road 82-659															
		1.50	23000	F	74%	1%	1%	1%	21%	2%	F	0.069	F		23000	F	2003	
			Combined Traffic:	47000	F	73%	1%	2%	1%	23%	2%	F	NA		47000	F		
			To: US 33															
		1.30	25000	F	74%	1%	1%	1%	21%	2%	F	0.07	F		24000	F	2003	
			Combined Traffic:	45000	F	73%	1%	2%	1%	23%	2%	F	NA		45000	F		
			To: NCL Harrisonburg															
	Vine St	1.42	8600	F	96%	0%	E Market St				C	0.094	F	0.503	9400	F	2003	
							To: N Main St											





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							2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																	
4106	Cantrell Ave	0.18	9600	F	From:	98%	0%	Reservoir St			F	0.083	F	0.66	10000	F	2003
					To:			E Market St									
4107	Reservoir St	0.97	7300	F	From:	99%	0%	SCL Harrisonburg			F	0.091	F	0.652	8000	F	2003
					To:			University Blvd									
4107	Reservoir St	0.57	16000	F	From:	99%	0%	Eastover Dr			F	0.093	F	0.557	18000	F	2003
					To:			E Market St									
4107	Reservoir St	0.89	9600	F	From:	99%	0%	Sterling St			C	0.094	F	0.503	11000	F	2003
					To:			Gay St									
4107	Sterling St	0.13	1400	F	From:	95%	1%	Mason St			F	0.105	F	0.519	1600	F	2003
					To:			N High St									
4107	Gay St	0.45	2600	F	From:	95%	1%	Chicago Ave			F	0.097	F	0.667	2900	F	2003
					To:			Gay St									
4107	Gay St	0.33	4900	F	From:	95%	1%	Waterman Dr			C	0.091	F	0.52	5400	F	2003
					To:			Waterman Ave									
4107	Gay St	0.11	3700	F	From:	95%	1%	Mt Clinton Pike			F	0.090	F	0.618	4100	F	2003
					To:												
4107	Chicago Ave	0.58	5900	F	From:	98%	0%	Eastover Dr			C	0.088	F	0.52	6500	F	2003
					To:			Mason St									
4107	Chicago Ave	0.43	6300	F	From:	98%	0%	Main St			F	0.091	F	0.52	6800	F	2003
					To:												
4108	Paul St	0.64	1500	F	From:	98%	0%	High St			C	0.104	F	0.512	1700	F	2003
					To:			Mason St									
4108	Paul St	0.14	840	F	From:	98%	0%	Grace St			F	0.115	F	0.591	920	F	2003
					To:												
4109	Grace St	0.27	3400	F	From:	97%	0%	Cantrell Ave			C	0.091	F	0.595	3800	F	2003
					To:			Main St									
4109	Grace St	0.14	5500	F	From:	97%	0%	Mason St			F	0.086	F	0.55	6100	F	2003
					To:			Grace St									
4109	Mason St	0.10	5900	F	From:	99%	0%	Paul St			F	0.084	F	0.618	6400	F	2003
					To:												
4109	Mason St	0.20	4200	F	From:	99%	0%	Market St			C	0.09	F	0.675	4600	F	2003
					To:			Main St									
4109	Mason St	0.41	5100	F	From:	99%	0%	N High St			F	0.089	F	0.613	5600	F	2003
					To:												
4109	Mason St	0.44	6200	F	From:	99%	0%	N Main St			F	0.092	F	0.555	6800	F	2003
					To:												
4110	Wolfe St	0.23	2600	F	From:	98%	1%	Old Furnace Rd			F	0.107	F	0.64	2900	F	2003
					To:			Wolfe St									
4110	Wolfe St	0.69	1200	F	From:	98%	1%	Viine St			C	0.102	F	0.548	1300	F	2003
					To:			Vine St									
4110	Old Furnace Rd	0.29	3100	F	From:	98%	1%	ECL Harrisonburg			F	0.1	F	0.668	3400	F	2003
					To:												
4110	Old Furnace Rd	0.91	2300	F	From:	98%	1%				F	0.105	F	0.633	2500	F	2003
					To:												

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							2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																	
4113	Country Club Dr	0.76	8300	F	From	US 33 E					C	0.099	F	0.515	9000	F	2003
					98%	0%	1%	0%	0%	0%							
4113	Country Club Dr	0.85	12000	F	To	Linda Lane					F	0.097	F	0.531	14000	F	2003
					98%	0%	1%	0%	0%	0%							
					To	US 33											
4114	Kratzer Ave	0.12	2800	F	From	Noll Dr					F	0.112	F	0.759	3100	F	2003
					93%	0%	2%	1%	4%	0%							
					To	N Liberty St											
4115	Liberty St	0.25	2900	F	From	Noll Dr					F	0.109	F	0.6	3100	F	2003
					92%	1%	2%	1%	4%	0%							
4115	Liberty St	0.32	5100	F	To	Kratzer Rd					C	0.098	F	0.571	5500	F	2003
					93%	0%	2%	1%	4%	0%							
4115	LibertySt	0.32	3600	F	To	Edom Rd					F	0.091	F	0.552	4000	F	2003
					92%	1%	2%	1%	4%	0%							
4115	Liberty St	0.80	3200	F	From	Charles St					C	0.096	F	0.512	3400	F	2003
					92%	1%	2%	1%	4%	0%							
					To	NCL Harrisonburg											
4116	Pike Church Rd	0.14	1800	F	From	S Main St					C	0.106	F	0.57	2000	F	2003
					92%	1%	1%	1%	5%	0%							
					To	WCL Harrisonburg											
4117	Pear St	1.09	3000	F	From	Mosby Rd					C	0.088	F	0.509	3300	F	2003
					99%	0%	1%	0%	0%	0%							
					To	Pleasant Hill Rd											
4118	Erickson St	0.72	7400	F	From	WCL Harrisonburg					C	0.088	F	0.622	8100	F	2003
					96%	0%	1%	1%	2%	0%							
					To	S High St											
4119	Garbers Church Rd	0.05	3200	F	From	SCL Harrisonburg					F	0.106	F	0.624	3500	F	2003
					95%	0%	1%	2%	2%	0%							
					To	Erickson St											
4119	Garbers Church Rd	1.48	2900	F	From	Erickson Ave					C	0.099	F	0.631	3100	F	2003
					95%	0%	1%	2%	2%	0%							
4119	Switchboard Rd	0.20	1600	F	To	US 33 Market St					F	0.113	F	0.561	1700	F	2003
					95%	0%	1%	2%	2%	0%							
					To	NCL Harrisonburg, 82-910											
4120	Waterman Dr	0.84	4200	F	From	W Market St					C	0.091	F	0.507	4600	F	2003
					94%	1%	2%	1%	3%	0%							
					To	Chicago Ave											
4121	Mt Clinton Pike	0.19	6200	F	From	WCL Harrisonburg					F	0.106	F	0.570	6800	F	2003
					95%	0%	2%	1%	2%	0%							
4121	Mt Clinton Pike	0.10	6400	F	To	College Ave					F	0.107	F	0.563	7000	F	2003
					95%	0%	2%	1%	2%	0%							
4121	Mt Clinton Pike	0.37	7200	F	To	Chicago Ave					C	0.095	F	0.533	7900	F	2003
					95%	0%	2%	1%	2%	0%							
4121	Mt Clinton Pike	1.29	7200	F	To	SR 42 Virginia Ave					F	0.093	F	0.513	7900	F	2003
					95%	0%	2%	1%	2%	0%							
					To	Virginia Ave											
4122	Edom Rd	0.21	2500	F	From	N Liiberty St					F	0.105	F	0.615	2800	F	2003
					97%	0%	1%	0%	1%	0%							
					To												
4124	Bruce St	0.15	2100	F	From	S High St					C	0.090	F	0.836	2200	F	2003
					97%	0%	1%	0%	1%	0%							
4124	Bruce St	0.22	1600	F	To	Liberty St					F	0.105	F		1800	F	2003
					97%	0%	1%	0%	1%	0%							
					To	Mason St											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
4125 Keezletown Rd	0.76	2000	F	From:	Country Club Rd					F	0.107	F	0.602	2200	F	2003
				To:	ECL Harrisonburg											
4127 Greendale Rd	1.05	3100	F	From:	Pleasant Valley Rd					C	0.105	F	0.626	3400	F	2003
				To:	ECL Harrisonburg											
4128 Pleasant Valley Rd	0.67	4800	F	From:	SCL Harrisonburg					F	0.096	F	0.555	5200	F	2003
				To:	RTE 710 Greendale Rd											
4128 Pleasant Valley Rd	0.73	6700	F	From:	Greendale Rd					C	0.093	F	0.521	7300	F	2003
				To:	S Main St											
2nd Street		290	F	From:	Hartman Dr on North End						0.111	F		320	F	2003
				To:	Willow St on South End											
Alleghany Ave		150	F	From:	Clay St						0.119	F		170	F	2003
				To:	Star Crest Dr											
Blue Ridge Rd		3900	F	From:	Star Crest Dr						0.091	F		4300	F	2003
				To:	Country Club Dr											
Bluestone St		160	F	From:	Monument Ave						0.137	F		170	F	2003
				To:	Dead End											
Broad View Dr		450	F	From:	Star Crest Dr						0.106	F		490	F	2003
				To:	Sparrow Ct											
Campbell St		280	F	From:	N. Mason St						0.096	F		310	F	2003
				To:	Ott St											
Carlton St		6400	F	From:	Reservoir St						0.107	F		7000	F	2003
				To:	Market St											
Cedar St		150	F	From:	S. Dogwood Dr						0.13	F	0.571	160	F	2003
				To:	West Ave											
Charles St..		2100	F	From:	N. Liberty St						0.111	F		2300	F	2003
				To:	N Main St											
Clay St.		250	F	From:	Country Club						0.143	F		270	F	2003
				To:	Alleghany Ave											
Clinton St		260	F	From:	Jefferson St						0.104	F	0.517	280	F	2003
				To:	N Main St											
Crawford St		1400	F	From:	Orchard La						0.147	F	0.536	1600	F	2003
				To:	Port Republic Rd											
Crawford St		1200	F	From:	Monument Ave						0.155	F	0.605	1300	F	2003
				To:	Orchard La											
Dale Cir.		90	F	From:	Hillandale Ave						0.158	F		90	F	2003
				To:	Hillandale Ave											
E. Gay St.		4500	F	From:	N. Mason St						0.095	F		4900	F	2003
				To:	N. Main St											

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
Ellwood Dr		240	F	From:	Maryland Ave					0.109	F		260	F	2003	
				To:	New York Ave											
Green St		140	F	From:	N. Dogwood Dr					0.13	F		160	F	2003	
				To:	WillowSt											
Hartman Dr		200	F	From:	W. Gay St					0.111	F		220	F	2003	
				To:	Second St											
Hillandale Ave		640	F	From:	S. Dogwood Dr					0.148	F		700	F	2003	
				To:	S. High St.											
Hillcrest Dr		270	F	From:	Fairview Ave					0.172	F		290	F	2003	
				To:	Maplehurst Ave											
Hillside Ave		80	F	From:	Monument Ave					0.179	F		90	F	2003	
				To:	Dead End											
Holly Hill Drive		200	F	From:	Moore St					0.143	F		220	F	2003	
				To:	N Main St											
Monument Ave		1200	F	From:	Valley St					0.143	F		1300	F	2003	
				To:	Bluestone St											
Moore St		110	F	From:	Dead End					0.135	F		120	F	2003	
				To:	Holly Hill Dr											
Newman Ave		850	F	From:	N. Main St					0.102	F		930	F	2003	
				To:	Federal St											
S. Dogwood Dr.		1400	F	From:	South Ave					0.092	F		1500	F	2003	
				To:	Ridge Rd											
South Ave		910	F	From:	S. Dogwood Dr					0.111	F		990	F	2003	
				To:	Sharps Dr											
Spottswood Dr		130	F	From:	N. Blue Ridge Rd					0.147	F		140	F	2003	
				To:	N. Carlton St											
Star Crest Dr		370	F	From:	Blue Ridge Rd					0.118	F		400	F	2003	
				To:	Alleghany Ave											
Statton Rd		48	F	From:	Wolfe St					0.177	F	0.611	50	F	2003	
				To:	W Gay St											
Sutter St		210	F	From:	Jefferson St					0.098	F		230	F	2003	
				To:	Dead End											
Valley St		210	F	From:	Fry Ave					0.137	F		230	F	2003	
				To:	Monument Ave .											
W. View St		220	F	From:	S. Mason St					0.126	F		240	F	2003	
				To:	Ott St											
W. Water St		420	F	From:	Brook Ave					0.145	F		460	F	2003	
				To:	Academy St											

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						2Axle	3+Axle	1Trail	2Trail							
City of Harrisonburg																
Walnut St		410	F	From:	Grace St					0.086	F		440	F	2003	
				To:	Dead End											
Willow St		990	F	From:	W Gay St					0.115	F		1100	F	2003	
				To:	Second St											
Wilson Ave		110	F	From:	Dead End					0.176	F	0.535	120	F	2003	
				To:	N Main St											